

Appln. No. 10/722,943
Amendment dated July 29, 2005
Reply to Office Action of May 31, 2005

Amendments to the Claims:

Please cancel claim 2, amend claims 3, 5-10 and 12-17 as follows. The following listing of claims will replace all prior versions, and listings, of claims in the application.

Listing of Claims:

Claim 1 (Cancelled).

Claim 2 (Cancelled).

Claim 3 (Currently Amended). An automotive passenger restraint and protection apparatus ~~as claimed in claim 2,~~ having a seatbelt, for restraining an occupant of the automotive vehicle by the seatbelt to protect the occupant, comprising:

5 a motor for retracting and protracting the seatbelt;
 seatbelt attaching state detecting means for detecting
whether the seatbelt is in a state attached to the occupant or in
a state disconnected from the occupant;

10 danger degree detecting means for detecting a significant
degree of danger of collision of the automotive vehicle; and

Appln. No. 10/722,943
Amendment dated July 29, 2005
Reply to Office Action of May 31, 2005

control means for controlling said motor so as to retract the seatbelt to a limit thereof and then protract the seatbelt to thereby give a predetermined amount of looseness to the seatbelt,

wherein said control means controls said motor so as to give
15 a first predetermined amount of looseness to the seatbelt when
the significant degree of danger is not detected by said danger
degree detecting means while the seatbelt is detected to be in
said state attached to the occupant, and controls said motor so
as to give a second predetermined amount of looseness to the
20 seatbelt which is smaller than said first predetermined amount of
looseness when the significant degree of danger is detected by
said danger degree detecting means while the seatbelt is detected
to be in said state attached to the occupant,

wherein said danger degree detecting means comprises at
25 least one of vehicle speed detecting means for detecting
traveling speed of the automotive vehicle, braking detecting
means for detecting stepping-on of a brake pedal of the
automotive vehicle, steering angle change rate detecting means
for detecting a rate of change in a steering angle of the
30 automotive vehicle, ambient illuminance detecting means for
detecting ambient illuminance of the automotive vehicle, and

Appln. No. 10/722,943
Amendment dated July 29, 2005
Reply to Office Action of May 31, 2005

raindrop detecting means for detecting raindrops on the
automotive vehicle, and

wherein said danger degree detecting means detects the
35 significant degree of danger if said vehicle speed detecting
means detects that the traveling speed of the automotive vehicle
is higher than a predetermined value and at the same time at
least one of conditions is satisfied that the stepping-on of the
brake pedal is detected by said braking detecting means, the
40 steering angle change rate detecting means detects that the rate
of change of the steering angle exceeds a predetermined value,
the ambient illuminance detecting means detects that the ambient
illuminance of the automotive vehicle is below a predetermined
value, and the raindrop detecting means detects the raindrops on
45 the automotive vehicle.

Claim 4 (Previously Presented). An automotive passenger
restraint and protection apparatus for an automotive vehicle,
having a seatbelt, for restraining an occupant of the automotive
vehicle by the seatbelt to protect the occupant, comprising:
5 a motor for retracting and protracting the seatbelt;

Appln. No. 10/722,943
Amendment dated July 29, 2005
Reply to Office Action of May 31, 2005

seatbelt attaching state detecting means for detecting whether the seatbelt is in a state attached to the occupant or in a state disconnected from the occupant;

danger degree detecting means for detecting a significant
10 degree of danger of collision of the automotive vehicle; and

control means for controlling said motor so as to retract the seatbelt to a limit thereof and then protract the seatbelt to thereby give a predetermined amount of looseness to the seatbelt,

wherein said control means controls said motor so as to give
15 a first predetermined amount of looseness to the seatbelt when the significant degree of danger is not detected by said danger degree detecting means while the seatbelt is detected to be in said state attached to the occupant, and controls said motor so as to give a second predetermined amount of looseness to the
20 seatbelt which is smaller than said first predetermined amount of looseness when the significant degree of danger is detected by said danger degree detecting means while the seatbelt is detected to be in said state attached to the occupant, and

wherein said danger degree detecting means comprises vehicle
25 speed detecting means for detecting traveling speed of the automotive vehicle, and braking detecting means for detecting a stepping-on force of a brake pedal of the automotive vehicle or

Appln. No. 10/722,943
Amendment dated July 29, 2005
Reply to Office Action of May 31, 2005

stepping-on speed thereof, said control means controlling said motor such that rotational speed of said motor in retracting the
30 seatbelt is higher as the stepping-on force or the stepping-on speed detected by said braking detecting means is larger, when the traveling speed of the automotive vehicle detected by said vehicle speed detecting means is higher than a predetermined value.

Claim 5 (Currently Amended). An automotive passenger restraint and protection apparatus ~~as claimed in claim 2,~~ for an automotive vehicle, having a seatbelt, for restraining an occupant of the automotive vehicle by the seatbelt to protect the
5 occupant, comprising:

a motor for retracting and protracting the seatbelt;
seatbelt attaching state detecting means for detecting whether the seatbelt is in a state attached to the occupant or in a state disconnected from the occupant;
10 danger degree detecting means for detecting a significant degree of danger of collision of the automotive vehicle; and
control means for controlling said motor so as to retract the seatbelt to a limit thereof and then protract the seatbelt to thereby give a predetermined amount of looseness to the seatbelt,

Appln. No. 10/722,943
Amendment dated July 29, 2005
Reply to Office Action of May 31, 2005

- 15 wherein said control means controls said motor so as to give
 a first predetermined amount of looseness to the seatbelt when
 the significant degree of danger is not detected by said danger
 degree detecting means while the seatbelt is detected to be in
 said state attached to the occupant, and controls said motor so
20 as to give a second predetermined amount of looseness to the
 seatbelt which is smaller than said first predetermined amount of
 looseness when the significant degree of danger is detected by
 said danger degree detecting means while the seatbelt is detected
 to be in said state attached to the occupant, and
25 wherein said danger degree detecting means comprises vehicle
 speed detecting means for detecting traveling speed of the
 automotive vehicle, and braking detecting means for detecting
 stepping-on of a brake pedal of the automotive vehicle, said
 control means controlling said motor such that rotational speed
30 of said motor in retracting the seatbelt is higher as the
 traveling speed of the automotive vehicle detected by said
 vehicle speed detecting means is higher, when the detected
 traveling speed is higher than a predetermined value and at the
 same time the stepping-on of the brake pedal is detected by said
35 braking detecting means.

Appln. No. 10/722,943
Amendment dated July 29, 2005
Reply to Office Action of May 31, 2005

Claim 6 (Original). An automotive passenger restraint and protection apparatus ~~as claimed in claim 2,~~ for an automotive vehicle, having a seatbelt, for restraining an occupant of the automotive vehicle by the seatbelt to protect the occupant,

5 comprising:

a motor for retracting and protracting the seatbelt;
seatbelt attaching state detecting means for detecting whether the seatbelt is in a state attached to the occupant or in a state disconnected from the occupant;

10 danger degree detecting means for detecting a significant degree of danger of collision of the automotive vehicle; and
control means for controlling said motor so as to retract the seatbelt to a limit thereof and then protract the seatbelt to thereby give a predetermined amount of looseness to the seatbelt,

15 wherein said control means controls said motor so as to give a first predetermined amount of looseness to the seatbelt when the significant degree of danger is not detected by said danger degree detecting means while the seatbelt is detected to be in said state attached to the occupant, and controls said motor so
20 as to give a second predetermined amount of looseness to the seatbelt which is smaller than said first predetermined amount of looseness when the significant degree of danger is detected by

Appln. No. 10/722,943
Amendment dated July 29, 2005
Reply to Office Action of May 31, 2005

said danger degree detecting means while the seatbelt is detected to be in said state attached to the occupant, and

25 wherein said danger degree detecting means comprises vehicle speed detecting means for detecting traveling speed of the automotive vehicle, and steering angle change rate detecting means for detecting a rate of change in a steering angle of the automotive vehicle, said control means controlling said motor
30 such that rotational speed of said motor in retracting the seatbelt is higher as the rate of change in the steering angle detected by said steering angle change rate detecting means is larger, when the traveling speed of the automotive vehicle detected by said vehicle speed detecting means is higher than a
35 predetermined value.

Claim 7 (Currently Amended). An automotive passenger restraint and protection apparatus ~~as claimed in claim 2,~~ for an automotive vehicle, having a seatbelt, for restraining an occupant of the automotive vehicle by the seatbelt to protect the
5 occupant, comprising:

a motor for retracting and protracting the seatbelt;
seatbelt attaching state detecting means for detecting whether the seatbelt is in a state attached to the occupant or in a state disconnected from the occupant;

Appln. No. 10/722,943
Amendment dated July 29, 2005
Reply to Office Action of May 31, 2005

10 danger degree detecting means for detecting a significant
 degree of danger of collision of the automotive vehicle; and
 control means for controlling said motor so as to retract
 the seatbelt to a limit thereof and then protract the seatbelt to
 thereby give a predetermined amount of looseness to the seatbelt,
15 wherein said control means controls said motor so as to give
 a first predetermined amount of looseness to the seatbelt when
 the significant degree of danger is not detected by said danger
 degree detecting means while the seatbelt is detected to be in
 said state attached to the occupant, and controls said motor so
20 as to give a second predetermined amount of looseness to the
 seatbelt which is smaller than said first predetermined amount of
 looseness when the significant degree of danger is detected by
 said danger degree detecting means while the seatbelt is detected
 to be in said state attached to the occupant, and
25 wherein said danger degree detecting means comprises vehicle
 speed detecting means for detecting traveling speed of the
 automotive vehicle, and steering angle change rate detecting
 means for detecting a rate of change in a steering angle of the
 automotive vehicle, said control means controlling said motor
30 such that rotational speed of said motor in retracting the
 seatbelt is higher as the traveling speed of the automotive
 vehicle detected by said vehicle speed detecting means is higher,

Appln. No. 10/722,943
Amendment dated July 29, 2005
Reply to Office Action of May 31, 2005

when the detected traveling speed is higher than a predetermined value and at the same time the rate of change in the steering
35 angle detected by said steering angle change rate detecting means is larger than a predetermined value.

Claim 8 (Currently Amended). An automotive passenger restraint and protection apparatus ~~as claimed in claim 2,~~ for an automotive vehicle, having a seatbelt, for restraining an occupant of the automotive vehicle by the seatbelt to protect the
5 occupant, comprising:

a motor for retracting and protracting the seatbelt;
seatbelt attaching state detecting means for detecting whether the seatbelt is in a state attached to the occupant or in a state disconnected from the occupant;

10 danger degree detecting means for detecting a significant degree of danger of collision of the automotive vehicle; and

control means for controlling said motor so as to retract the seatbelt to a limit thereof and then protract the seatbelt to thereby give a predetermined amount of looseness to the seatbelt,

15 wherein said control means controls said motor so as to give a first predetermined amount of looseness to the seatbelt when the significant degree of danger is not detected by said danger degree detecting means while the seatbelt is detected to be in

Appln. No. 10/722,943
Amendment dated July 29, 2005
Reply to Office Action of May 31, 2005

20 said state attached to the occupant, and controls said motor so
as to give a second predetermined amount of looseness to the
seatbelt which is smaller than said first predetermined amount of
looseness when the significant degree of danger is detected by
said danger degree detecting means while the seatbelt is detected
to be in said state attached to the occupant, and
25 wherein said danger degree detecting means comprises vehicle
speed detecting means for detecting traveling speed of the
automotive vehicle, and ambient illuminance detecting means for
detecting ambient illuminance of the automotive vehicle, said
control means controlling said motor such that rotational speed
30 of said motor in retracting the seatbelt is higher as the ambient
illuminance detected by said ambient illuminance detecting means
is smaller, when the traveling speed of the automotive vehicle
detected by said vehicle speed detecting means is higher than a
predetermined value.

Claim 9 (Currently Amended). An automotive passenger
restraint and protection apparatus ~~as claimed in claim 2, for an~~
automotive vehicle, having a seatbelt, for restraining an
occupant of the automotive vehicle by the seatbelt to protect the
5 occupant, comprising:

a motor for retracting and protracting the seatbelt;

Appln. No. 10/722,943
Amendment dated July 29, 2005
Reply to Office Action of May 31, 2005

seatbelt attaching state detecting means for detecting whether the seatbelt is in a state attached to the occupant or in a state disconnected from the occupant;

10 danger degree detecting means for detecting a significant degree of danger of collision of the automotive vehicle; and

control means for controlling said motor so as to retract the seatbelt to a limit thereof and then protract the seatbelt to thereby give a predetermined amount of looseness to the seatbelt,

15 wherein said control means controls said motor so as to give a first predetermined amount of looseness to the seatbelt when the significant degree of danger is not detected by said danger degree detecting means while the seatbelt is detected to be in said state attached to the occupant, and controls said motor so
20 as to give a second predetermined amount of looseness to the seatbelt which is smaller than said first predetermined amount of looseness when the significant degree of danger is detected by said danger degree detecting means while the seatbelt is detected to be in said state attached to the occupant, and

25 wherein said danger degree detecting means comprises vehicle speed detecting means for detecting traveling speed of the automotive vehicle, and ambient illuminance detecting means for detecting ambient illuminance of the automotive vehicle, said control means controlling said motor such that rotational speed

Appln. No. 10/722,943
Amendment dated July 29, 2005
Reply to Office Action of May 31, 2005

30 of said motor in retracting the seatbelt is higher as the
traveling speed of the automotive vehicle detected by said
vehicle speed detecting means is higher, when the detected
traveling speed is higher than a predetermined value and at the
same time the ambient illuminance detected by said ambient
35 illuminance detecting means is smaller than a predetermined
value.

Claim 10 (Currently Amended). An automotive passenger
restraint and protection apparatus ~~as claimed in claim 2,~~ for an
automotive vehicle, having a seatbelt, for restraining an
occupant of the automotive vehicle by the seatbelt to protect the
5 occupant, comprising:

a motor for retracting and protracting the seatbelt;
seatbelt attaching state detecting means for detecting
whether the seatbelt is in a state attached to the occupant or in
a state disconnected from the occupant;

10 danger degree detecting means for detecting a significant
degree of danger of collision of the automotive vehicle; and
control means for controlling said motor so as to retract
the seatbelt to a limit thereof and then protract the seatbelt to
thereby give a predetermined amount of looseness to the seatbelt,

Appln. No. 10/722,943
Amendment dated July 29, 2005
Reply to Office Action of May 31, 2005

- 15 wherein said control means controls said motor so as to give
a first predetermined amount of looseness to the seatbelt when
the significant degree of danger is not detected by said danger
degree detecting means while the seatbelt is detected to be in
said state attached to the occupant, and controls said motor so
20 as to give a second predetermined amount of looseness to the
seatbelt which is smaller than said first predetermined amount of
looseness when the significant degree of danger is detected by
said danger degree detecting means while the seatbelt is detected
to be in said state attached to the occupant, and
25 wherein said danger degree detecting means comprises vehicle
speed detecting means for detecting traveling speed of the
automotive vehicle, and raindrop detecting means for detecting
raindrop on the automotive vehicle, said control means
controlling said motor such that rotational speed of said motor
30 in retracting the seatbelt is higher as the traveling speed of
the automotive vehicle detected by said vehicle speed detecting
means is higher, when the detected traveling speed is higher than
a predetermined value and at the same time the raindrops are
detected by said raindrop detecting means.

Claim 11 (Previously Presented). An automotive passenger
restraint and protection apparatus for an automotive vehicle,

Appln. No. 10/722,943
Amendment dated July 29, 2005
Reply to Office Action of May 31, 2005

having a seatbelt, for restraining an occupant of the automotive vehicle by the seatbelt to protect the occupant, comprising:

5 a motor for retracting and protracting the seatbelt;
seatbelt attaching state detecting means for detecting whether the seatbelt is in a state attached to the occupant or in a state disconnected from the occupant;

danger degree detecting means for detecting a significant
10 degree of danger of collision of the automotive vehicle; and

control means for controlling said motor so as to retract the seatbelt to a limit thereof and then protract the seatbelt to thereby give a predetermined amount of looseness to the seatbelt,

wherein said control means controls said motor so as to give
15 a first predetermined amount of looseness to the seatbelt when the significant degree of danger is not detected by said danger degree detecting means while the seatbelt is detected to be in said state attached to the occupant, and controls said motor so as to give a second predetermined amount of looseness to the
20 seatbelt which is smaller than said first predetermined amount of looseness when the significant degree of danger is detected by said danger degree detecting means while the seatbelt is detected to be in said state attached to the occupant, and

wherein said danger degree detecting means comprises vehicle
25 speed detecting means for detecting traveling speed of the

Appln. No. 10/722,943
Amendment dated July 29, 2005
Reply to Office Action of May 31, 2005

automotive vehicle, and braking detecting means for detecting a
stepping-on force of a brake pedal of the automotive vehicle or
stepping-on speed thereof, said control means controlling said
motor such that an amount of protraction of the seatbelt is
30 smaller as the stepping-on force or the stepping-on speed
detected by said braking detecting means is larger, when the
traveling speed of the automotive vehicle detected by said
vehicle speed detecting means is higher than a predetermined
value.

Claim 12 (Currently Amended). An automotive passenger
restraint and protection apparatus ~~as claimed in claim 2,~~ for an
automotive vehicle, having a seatbelt, for restraining an
occupant of the automotive vehicle by the seatbelt to protect the
5 occupant, comprising:

a motor for retracting and protracting the seatbelt;
seatbelt attaching state detecting means for detecting
whether the seatbelt is in a state attached to the occupant or in
a state disconnected from the occupant;
10 danger degree detecting means for detecting a significant
degree of danger of collision of the automotive vehicle; and

Appln. No. 10/722,943
Amendment dated July 29, 2005
Reply to Office Action of May 31, 2005

control means for controlling said motor so as to retract the seatbelt to a limit thereof and then protract the seatbelt to thereby give a predetermined amount of looseness to the seatbelt,

15 wherein said control means controls said motor so as to give a first predetermined amount of looseness to the seatbelt when the significant degree of danger is not detected by said danger degree detecting means while the seatbelt is detected to be in said state attached to the occupant, and controls said motor so
20 as to give a second predetermined amount of looseness to the seatbelt which is smaller than said first predetermined amount of looseness when the significant degree of danger is detected by said danger degree detecting means while the seatbelt is detected to be in said state attached to the occupant, and

25 wherein said danger degree detecting means comprises vehicle speed detecting means for detecting traveling speed of the automotive vehicle, and braking detecting means for detecting stepping-on of a brake pedal of the automotive vehicle, said control means controlling said motor such that an amount of
30 protraction of the seatbelt is smaller as the traveling speed of the automotive vehicle detected by said vehicle speed detecting means is higher, when the detected traveling speed is higher than a predetermined value and at the same time the stepping-on of the brake pedal is detected by said braking detecting means.

Appln. No. 10/722,943
Amendment dated July 29, 2005
Reply to Office Action of May 31, 2005

Claim 13 (Currently Amended). An automotive passenger restraint and protection apparatus ~~as claimed in claim 2,~~ for an automotive vehicle, having a seatbelt, for restraining an occupant of the automotive vehicle by the seatbelt to protect the
5 occupant, comprising:

a motor for retracting and protracting the seatbelt;
seatbelt attaching state detecting means for detecting whether the seatbelt is in a state attached to the occupant or in a state disconnected from the occupant;

10 danger degree detecting means for detecting a significant degree of danger of collision of the automotive vehicle; and

control means for controlling said motor so as to retract the seatbelt to a limit thereof and then protract the seatbelt to thereby give a predetermined amount of looseness to the seatbelt,

15 wherein said control means controls said motor so as to give a first predetermined amount of looseness to the seatbelt when the significant degree of danger is not detected by said danger degree detecting means while the seatbelt is detected to be in said state attached to the occupant, and controls said motor so
20 as to give a second predetermined amount of looseness to the seatbelt which is smaller than said first predetermined amount of looseness when the significant degree of danger is detected by

Appln. No. 10/722,943
Amendment dated July 29, 2005
Reply to Office Action of May 31, 2005

said danger degree detecting means while the seatbelt is detected to be in said state attached to the occupant,

25 wherein said danger degree detecting means comprises vehicle speed detecting means for detecting traveling speed of the automotive vehicle, and steering angle change rate detecting means for detecting a rate of change in a steering angle of the automotive vehicle, said control means controlling said motor
30 such that an amount of protraction of the seatbelt is smaller as the rate of change in the steering angle detected by said steering angle change rate detecting means is larger, when the traveling speed of the automotive vehicle detected by said vehicle speed detecting means is higher than a predetermined
35 value.

Claim 14 (Currently Amended). An automotive passenger restraint and protection apparatus ~~as claimed in claim 2,~~ for an automotive vehicle, having a seatbelt, for restraining an occupant of the automotive vehicle by the seatbelt to protect the
5 occupant, comprising:

a motor for retracting and protracting the seatbelt;
seatbelt attaching state detecting means for detecting whether the seatbelt is in a state attached to the occupant or in a state disconnected from the occupant;

Appln. No. 10/722,943
Amendment dated July 29, 2005
Reply to Office Action of May 31, 2005

10 danger degree detecting means for detecting a significant
 degree of danger of collision of the automotive vehicle; and
 control means for controlling said motor so as to retract
 the seatbelt to a limit thereof and then protract the seatbelt to
 thereby give a predetermined amount of looseness to the seatbelt,
15 wherein said control means controls said motor so as to give
 a first predetermined amount of looseness to the seatbelt when
 the significant degree of danger is not detected by said danger
 degree detecting means while the seatbelt is detected to be in
 said state attached to the occupant, and controls said motor so
20 as to give a second predetermined amount of looseness to the
 seatbelt which is smaller than said first predetermined amount of
 looseness when the significant degree of danger is detected by
 said danger degree detecting means while the seatbelt is detected
 to be in said state attached to the occupant, and
25 wherein said danger degree detecting means comprises vehicle
 speed detecting means for detecting traveling speed of the
 automotive vehicle, and steering angle change rate detecting
 means for detecting a rate of change in a steering angle of the
 automotive vehicle, said control means controlling said motor
30 such that an amount of protraction of the seatbelt is smaller as
 the traveling speed of the automotive vehicle detected by said
 vehicle speed detecting means is higher, when the detected

Appln. No. 10/722,943
Amendment dated July 29, 2005
Reply to Office Action of May 31, 2005

traveling speed is higher than a predetermined value and at the same time the rate of change in the steering angle detected by
35 said steering angle change rate detecting means is larger than a predetermined value.

Claim 15 (Currently Amended). An automotive passenger restraint and protection apparatus ~~as claimed in claim 2, for an automotive vehicle, having a seatbelt, for restraining an occupant of the automotive vehicle by the seatbelt to protect the~~
5 occupant, comprising:

a motor for retracting and protracting the seatbelt;
seatbelt attaching state detecting means for detecting whether the seatbelt is in a state attached to the occupant or in a state disconnected from the occupant;

10 danger degree detecting means for detecting a significant degree of danger of collision of the automotive vehicle; and

control means for controlling said motor so as to retract the seatbelt to a limit thereof and then protract the seatbelt to thereby give a predetermined amount of looseness to the seatbelt,

15 wherein said control means controls said motor so as to give a first predetermined amount of looseness to the seatbelt when the significant degree of danger is not detected by said danger degree detecting means while the seatbelt is detected to be in

Appln. No. 10/722,943
Amendment dated July 29, 2005
Reply to Office Action of May 31, 2005

20 said state attached to the occupant, and controls said motor so
as to give a second predetermined amount of looseness to the
seatbelt which is smaller than said first predetermined amount of
looseness when the significant degree of danger is detected by
said danger degree detecting means while the seatbelt is detected
to be in said state attached to the occupant, and
25 wherein said danger degree detecting means comprises vehicle
speed detecting means for detecting traveling speed of the
automotive vehicle, and ambient illuminance detecting means for
detecting ambient illuminance of the automotive vehicle, said
control means controlling said motor such that an amount of
30 protraction of the seatbelt is smaller as the ambient illuminance
detected by the ambient illuminance detecting means is smaller,
when the traveling speed of the automotive vehicle detected by
said vehicle speed detecting means is higher than a predetermined
value.

Claim 16 (Currently Amended). An automotive passenger
restraint and protection apparatus ~~as claimed in claim 2,~~ for an
automotive vehicle, having a seatbelt, for restraining an
occupant of the automotive vehicle by the seatbelt to protect the
5 occupant, comprising:

a motor for retracting and protracting the seatbelt;

Appln. No. 10/722,943
Amendment dated July 29, 2005
Reply to Office Action of May 31, 2005

seatbelt attaching state detecting means for detecting whether the seatbelt is in a state attached to the occupant or in a state disconnected from the occupant;

10 danger degree detecting means for detecting a significant degree of danger of collision of the automotive vehicle; and

control means for controlling said motor so as to retract the seatbelt to a limit thereof and then protract the seatbelt to thereby give a predetermined amount of looseness to the seatbelt,

15 wherein said control means controls said motor so as to give a first predetermined amount of looseness to the seatbelt when the significant degree of danger is not detected by said danger degree detecting means while the seatbelt is detected to be in said state attached to the occupant, and controls said motor so
20 as to give a second predetermined amount of looseness to the seatbelt which is smaller than said first predetermined amount of looseness when the significant degree of danger is detected by said danger degree detecting means while the seatbelt is detected to be in said state attached to the occupant, and

25 wherein said danger degree detecting means comprises vehicle speed detecting means for detecting traveling speed of the automotive vehicle, and ambient illuminance detecting means for detecting ambient illuminance of the automotive vehicle, said control means controlling said motor such that an amount of

Appln. No. 10/722,943
Amendment dated July 29, 2005
Reply to Office Action of May 31, 2005

30 protraction of the seatbelt is smaller as the traveling speed of
the automotive vehicle detected by said vehicle speed detecting
means is higher, when the detected traveling speed is higher than
a predetermined value and at the same time the ambient
illuminance detected by the ambient illuminance detecting means
35 is smaller than a predetermined value.

Claim 17 (Currently Amended). An automotive passenger
restraint and protection apparatus ~~as claimed in claim 2, for an~~
automotive vehicle, having a seatbelt, for restraining an
occupant of the automotive vehicle by the seatbelt to protect the
5 occupant, comprising:

a motor for retracting and protracting the seatbelt;
seatbelt attaching state detecting means for detecting
whether the seatbelt is in a state attached to the occupant or in
a state disconnected from the occupant;
10 danger degree detecting means for detecting a significant
degree of danger of collision of the automotive vehicle; and
control means for controlling said motor so as to retract
the seatbelt to a limit thereof and then protract the seatbelt to
thereby give a predetermined amount of looseness to the seatbelt,
15 wherein said control means controls said motor so as to give
a first predetermined amount of looseness to the seatbelt when

Appln. No. 10/722,943
Amendment dated July 29, 2005
Reply to Office Action of May 31, 2005

the significant degree of danger is not detected by said danger degree detecting means while the seatbelt is detected to be in said state attached to the occupant, and controls said motor so as to give a second predetermined amount of looseness to the seatbelt which is smaller than said first predetermined amount of looseness when the significant degree of danger is detected by said danger degree detecting means while the seatbelt is detected to be in said state attached to the occupant, and

wherein said danger degree detecting means comprises vehicle speed detecting means for detecting traveling speed of the automotive vehicle, and raindrop detecting means for detecting raindrops on the automotive vehicle, said control means controlling said motor such that an amount of protraction of the seatbelt is smaller as the traveling speed of the automotive vehicle detected by said vehicle speed detecting means is higher, when the detected traveling speed is higher than a predetermined value and at the same time the raindrops are detected by said raindrop detecting means.